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**PURPOSE AND NEED STATEMENT**

MD 5  
FROM MD 243 to MD 245  
in  
Leonardtown Maryland

FMIS No. SM352A11

State Highway Administration  
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## **MD 5 from MD 243 to MD 245 Purpose and Need Statement**

### **I – PROJECT LOCATION AND EXISTING CONDITIONS**

#### Location

The MD 5 project planning study is located within the incorporated limits of the Town of Leonardtown in St. Mary's County. The project limits for the study, extend from approximately 1000 feet north of MD 243 to approximately 1000 feet south of MD 245, a distance of approximately 2 miles. (See Figure 1)

#### Existing Conditions

MD 5, Point Lookout Road, is on the State of Maryland's Secondary System and is functionally classified as a Rural Minor Arterial. It is an east-west route that extends from Point Lookout in southern St. Mary's County west to MD 235. As part of the regional grid, it provides a parallel route to MD 235 which is classified as a Rural/Urban Other Principal Arterial and is on the National Highway System. MD 5 provides the major gateway to Leonardtown, the St. Mary's County Seat. It also provides direct access to properties along the corridor and serves through traffic south to Point Lookout and north to Charles County.

Existing MD 5 is a 48 foot wide curbed urban section roadway consisting of four, 11 foot wide lanes (two lanes in each direction) with minimal or no shoulders and a 4 foot wide marked separation between eastbound and westbound traffic. Sidewalks exist on both sides of the roadway from MD 245 to Abell/Moakley Streets, but do not meet current American with Disabilities Act (ADA) requirements. There are no sidewalks west of Abell/Moakley Streets to MD 243. Overhead utilities are located on both sides of the roadway throughout the limits of the project area. Traffic signals are located at both the MD 245 and MD 243 intersections. A firehouse signal is located at the intersection of Lawrence Avenue. The posted speed limit is 40 MPH.

MD 5 is designated by the SHA as a bicycle route from Point Lookout to MD 231 in Hughesville. However, the lack of shoulders on MD 5 from MD 243 to MD 245 in Leonardtown and the lack of any local parallel routes in the same vicinity require bicyclists to share the existing travel lanes with motorized traffic. The lack of sidewalks and/or shoulders on MD 5 from Abell/Moakley Streets west to MD 243 also requires pedestrians to walk in the existing travel lanes with motorized traffic.

MD 5 does not have access controls within the study limits. Consequently, residential properties, commercial businesses and employment centers have direct access onto MD 5 resulting in numerous driveways, entrances and curb cuts.

MD 245, Hollywood Road, is on Maryland's Secondary System and is functionally classified as a Rural Major Collector. It is a north-south route and provides a connection between MD 235 in Hollywood and MD 5 in Leonardtown, where it intersects with

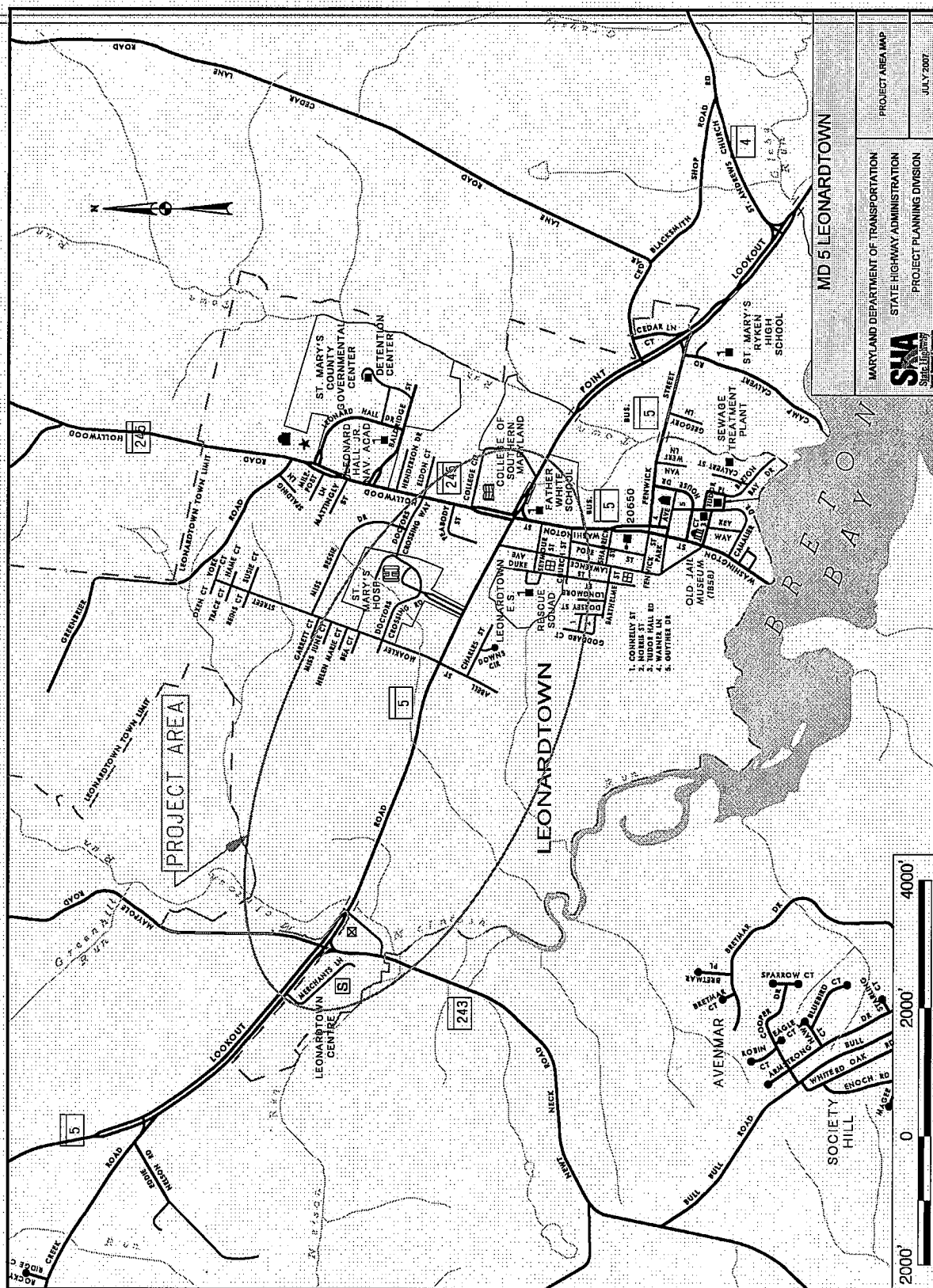
MD 5. MD 245 at the intersection with MD 5 is a curbed urban section with four lanes; one southbound right turn lane, one southbound through lane, one southbound left turn and one northbound lane. Existing sidewalks parallel both sides of the existing roadway. Immediately north of the intersection, the typical section transitions into a three-lane section; one lane in each direction with a center turn lane.

MD 243, Compton Road, is on Maryland's Secondary System and is functionally classified as a Rural Major Collector. It is a north-south route and provides access from MD 5 to local residential communities and a country club located south of Leonardtown. MD 243, where it intersects with MD 5, is a curbed urban section with four, 12 foot wide lanes; two northbound lanes and two southbound lanes. Immediately south of the intersection the typical section transitions to a 24 foot wide open section consisting of two twelve foot wide lanes with no shoulders.

MD 5 Business from MD 5 south to Fenwick Street is on Maryland's Secondary System and is functionally classified as a Rural Major Collector. It is a north/south route that provides access from MD 5 to downtown Leonardtown. MD 5 Business (Washington Street) where it intersects with MD 5, is a curbed urban section with four, 12 foot wide lanes, two northbound and two southbound. Sidewalks exist on both sides of the roadway.

## **II -PURPOSE OF THE PROJECT**

The purpose of the project is to improve the vehicular safety and traffic operations along MD 5, while supporting existing and planned development in the area. This project would also address pedestrian and bicycle safety and accommodate vehicular access to the residences, business, schools, the hospital and places of worship along MD 5. The MD 5 study area is consistent with the 2007 Highway Needs Inventory.



### Figure 1 - Project Area Map

### III – NEED FOR THE PROJECT

Improvements along the MD 5 corridor in Leonardtown are needed to increase vehicular and pedestrian mobility, address safety concerns, and provide adequate capacity and improved access for the existing traffic and planned development which will generate extensive additional traffic growth in the area. The study will also evaluate necessary improvements to the intersection configurations along the MD 5 corridor to ensure sufficient capacity, along with safe pedestrian and bicycle compatibility, while ensuring adequate accommodations are provided for the Amish and elderly communities within the area.

#### Traffic Volumes and Analysis

The increased growth and development with the MD 5 corridor and the surrounding area has greatly contributed to the increased travel demand and congestion on MD 5 through the Leonardtown area. In addition, the Town of Leonardtown is experiencing substantial redevelopment activity along MD 5. Vehicular congestion and delays are expected to worsen with the continued growth projected in Leonardtown, St. Mary's and the southern Maryland region.

The Average Daily Traffic (ADT) for MD 5 is expected to increase due to the planned and proposed developments in Leonardtown and St. Mary's County. (See Appendix A – Existing and Future ADT.) The ADT along MD 5 is forecasted to increase by more than 75% in the project area. (See Table 1) For the section of MD 5 between MD 243 and MD 245, the existing 2007 ADT is 28,750 vpd and is forecast to increase 50,750 vpd by the design year 2030. The ADT for MD 243 will increase from 8,000 vpd in 2007 to 14,125 vpd during that same, also with a percent growth of more than 75%. The ADT for MD 245 and MD 5 Business are forecasted to increase from 12,050 vpd to 19,000 vpd, and from 7,975 vpd to 12,575 vpd, respectively.

Table 1 – Existing and Future Average Daily Traffic (ADT)

Location	Existing (2007) ADT	2030 No Build ADT	Percent Growth
MD 5 west/north of Maypole Rd/MD 243	23,475	41,425	76.46%
MD 5 between MD 243 and MD 245/MD5 bus.	28,750	50,750	76.52%
MD 5 east/south of MD 245/MD 5 bus.	27,400	48,350	76.46%
MD 243 south of MD 5	8,000	14,125	76.56%
MD 245 north of MD 5	12,050	19,000	57.68%
MD 5 Bus/Washington St south of MD 5	7,975	12,575	57.68%

Existing 2007 and design year 2030 No-Build AM/PM peak period Level of Service (LOS) projections were developed for MD 5 between MD 245 and MD 243. LOS is the measure of the congestion by drivers, and ranges from 'A' (free flow with little or no congestion) to 'F' (failure with stop-and-go conditions). LOS is normally computed for the peak periods of the typical day, with LOS 'D' (approaching unstable flow) or better generally considered acceptable. At LOS 'E', volumes are near or at capacity of the

highway. LOS 'F' represents conditions in which there are operational breakdowns with stop-and-go traffic and extremely long delays at signalized intersections. A summary of the LOS analysis, with volume-to-capacity (v/c) ratios, is provided in Table 2.

Table 2 – Level of Service (LOS) Analysis

Location	Level of Service (v/c)			
	2007 Existing		2030 No Build	
	AM Peak	PM Peak	AM Peak	PM Peak
MD 5 at MD 243/Maypole	C (0.77)	E (0.94)	F (1.08)	F (1.57)
MD 5 at Moakley/Abell St.	A (0.58)	B (0.63)	F (1.10)	F (1.08)
MD 5 at Hospital Entrance	A (0.52)	A (0.59)	E (0.99)	F (1.03)
MD 5 at MD 245/MD 5 Bus.	A (0.48)	B (0.69)	D (0.81)	F (1.30)
MD 5 Bus. At Fenwick St.	A (0.20)	A (0.33)	A (0.42)	A (0.62)

Currently, all intersections operate at LOS 'B' or better except for the MD 5/MD 243/ Maypole intersection which operates at a LOS 'C' in the AM Peak and LOS 'E' in the PM Peak. Under the 2030 no-build traffic conditions, all MD 5 intersections in the MD 5 project limits are predicted to operate at LOS 'F' during the PM peak hour. During the AM peak hour, all intersections will operate at LOS 'D' or worse with the MD 243/ Maypole and Moakley/Abell St. Intersections with MD 5 at LOS F.

#### Safety

The existing section of MD 5 is a four-lane curbed urban section and presently has minimal or no shoulders. Motorists have issues turning left into driveways, side streets and commercial properties due to conflicts with opposing traffic and some with limited sight distance. Recently, MD 5 was restriped to include a 4 foot striped median to help improve the safety along the corridor. Vehicle speed, along with rear-end and angle crashes are areas of concern in the MD 5 corridor.

Crash summary information for MD 5 within the project area was collected for a three-year period between 2003 and 2005. (See Appendix B) No Priority Candidate Safety Improvement Locations within the limits of the project area were identified; however there were several high crash categories and most sections analyzed have crash rates significantly higher than the statewide average rate for similarly designed roadways. (See Table 3) On MD 5, between MD 243 and MD 245, there were 140 crashes; 71 with personal injury and 69 with property damage. This translates to 359 crashes per 100 million vehicle miles of travel which is well over the statewide average of 215 for all similarly designed roadways under State maintenance. Rear end, left turn, angle, other, and truck related crashes, while minimal in number, were all significantly higher than the statewide average.

Table 3 – Project Area Crash History from 2003 to 2005

Type/Year	2003	2004	2005	Total	Study Rate	Statewide Rate
<b>MD 5 from MP 28.09 to 28.85 (MD 243 to MD 234)</b>						
Injury Accident	5	7	15	27	157.6*	37.2
No. Injured	5	18	22	45		
Property Damage	3	12	9	24	140.1*	45.3
Total	8	19	24	51	297.7*	83.6
<b>MD 5 from MP 26.70 to 28.09 (MD 243 to MD245/MD 5 Bus.)</b>						
Injury Accident	18	19	34	71	182.3*	96.7
No. Injured	33	46	53	132		
Property Damage	16	32	21	69	177.2*	116.4
Total	34	51	55	140	359.4*	215.5
<b>MD 5 from MP 25.57 to 26.70 (south of Cedar Lane Ct. to MD 245/MD 5 Bus.)</b>						
Injury Accident	5	6	10	21	71.1*	46.9
No. Injured	7	15	14	36		
Property Damage	13	12	10	35	118.4*	56.3
Total	18	18	20	56	189.5*	104.6
<b>MD 243 from MP 3.16 to 4.62 (Bull Rd to MD 5)</b>						
Injury Accident	2	2	3	7	62.6	50.6
No. Injured	5	4	3	12		
Property Damage	6	4	2	12	107.4*	60
Total	8	6	5	19	170.0*	112.3
<b>MD 245 from MP 0.00 to 0.27 (Eldon Ct. to MD 5)</b>						
Injury Accident	1	3	0	4	118.8*	43.7
No. Injured	1	3	0	4		
Property Damage	2	1	0	3	89.1	52.4
Total	3	4	0	7	207.8*	97.4
<b>MD 5 Business from MP 0.00 to 0.57 (MD 5 to Fenwick St.)</b>						
Injury Accident	0	2	1	3	74.4	50.6
No. Injured	0	5	1	6		
Property Damage	0	1	0	1	24.8	60
Total	0	3	1	4	99.1	112.3
<i>*Significantly Higher than Statewide average Rates are per 100 mvm</i>						

On MD 243, between MD 5 and Bull Road, there were 19 crashes; 7 with personal injury and 12 with property damage. This translates to 170 crashes per 100 million miles of travel which is well above the statewide average of 112. Angle crashes on MD 243 were well over the statewide average.

Between MD 5 and Doctor's Crossing Way/Eldon Ct., there were 7 crashes on MD 245 within the study limits; 4 with personal injury and 3 with property damage. This translates to 208 crashes per 100 million vehicle miles traveled which is more than twice the statewide average of 97.



Table 4 – Crash History Summary

Type/Year	2003	2004	2005	Total	Study Rate	Statewide Rate
<b>MD 5 from MP 28.09 to 28.85 (MD 243 to MD 234)</b>						
Read End	3	0	5	8	46.7*	26.4
Sideswipe	0	1	2	3	17.5*	4
Left Turn	1	11	11	23	134.3*	6.6
Angle	2	2	3	7	40.9*	13.3
Fixed Object	0	2	1	3	17.5	14.9
Other	2	3	2	7	40.9*	4.1
Truck Related	1	0	1	2	11.7	7.3
<b>MD 5 from MP 26.70 to 28.09 (MD 245 to MD 243)</b>						
Opposite Direction	0	1	1	2	5.1	9.1
Read End	14	17	24	55	141.2*	79.8
Sideswipe	0	2	3	5	12.8	9.6
Left Turn	4	15	15	34	87.3*	29.3
Angle	9	9	9	27	69.3*	35.8
Parked vehicle	1	0	0	1	2.6	1.9
Fixed Object	2	3	2	7	18	27.7
Other	4	4	1	9	23.1*	9.6
Truck Related	2	2	5	9	23.1*	9.6
<b>MD 5 from MP 25.57 to 26.70 (south of Cedar Lane Ct. to MD 245/MD 5 Bus.)</b>						
Opposite Direction	0	1	0	1	3.4	4.4
Read End	6	3	5	14	47.4*	29.5
Sideswipe	2	0	2	4	13.5*	4.2
Left Turn	1	1	3	5	16.9*	8.1
Angle	7	3	5	15	50.8*	15.8
Parked vehicle	0	1	0	1	3.4	1.3
Fixed Object	0	8	4	12	40.6	21.8*
Other	2	1	1	4	13.5*	5.1
Truck Related	0	0	1	1	3.4	8.6
<b>MD 243 from MP 3.16 to 4.62 (Bull Road to MD 5)</b>						
Read End	0	0	1	1	9	22.1
Sideswipe	0	1	0	1	9	2.8
Left Turn	0	1	0	1	9	4.6
Angle	2	1	1	4	35.8*	14
Fixed Object	3	1	1	5	44.7	33.4
Other	3	2	2	7	62.6*	5.5
<b>MD 245 from MP 0.00 to 0.27 (MD 5 to Eldon Ct.)</b>						
Read End	0	1	0	1	29.7	24.3
Left Turn	1	2	0	3	89.1*	5.6
Angle	1	0	0	1	29.7	13.6
Other	1	1	0	2	59.4*	4.8
<b>MD 5 Business from MP 0.00 to 0.57</b>						
Read End	0	1	0	1	24.8	22.1
Angle	0	2	0	2	49.6*	14
Other	0	0	1	1	24.8	5.5
Truck Related	0	1	0	1	24.8	8.1
*Significantly Higher than Statewide average Rates are per 100 mvm						

MD 5 is designated by the SHA as a bicycle route from Point Lookout north to MD 231 in Hughesville. However, the lack of shoulders on MD 5 from MD 243 to MD 245 in Leonardtown and the lack of any parallel routes in the vicinity require bicyclists to share the existing travel lanes with motorized traffic. The lack of sidewalks and/or shoulders on MD 5 from Abell/Moakley Streets west to MD 243 also requires pedestrians to walk in the existing travel lanes with motorized traffic. While no bicycle or pedestrian related accidents have been reported along MD 5 in the study area from 2003 through 2005, the lack of bicycle and pedestrian facilities has been identified by the County as a safety concern from potential users and therefore acts as a deterrent to bicycling and walking along MD 5.

St. Mary's County is home to a significant Amish population, many of which utilize horse and buggies for transportation. The speed differential between motorized traffic and the relatively slow moving horse and buggies can be in conflict. There is also the width of the buggy which will in most cases utilize the full width of a travel lane. While no horse and buggy related accidents have been reported along MD 5 in the study area from 2003 through 2005, the lack of shoulders on MD 5 has been identified by the County as a safety concern.

#### Land Use and Planned Development

The municipality of Leonardtown is a state pre-defined Priority Funding Area that includes a Designated Neighborhood Revitalization Area in the older portion of the town (includes the Leonardtown Wharf "Priority Place" project). The Leonardtown Development District includes the town and an area that extends east and north of the town and is identified as a County Certified Priority Funding Compliance Area (St. Mary's Comprehensive Plan, 2003). The town has also been identified as a Target Investment Zone (TIZ), a specific priority area intended to attract private investment using incentives available through the Maryland Heritage Preservation and Tourism Areas Program.

Over the past ten years the Leonardtown area has experienced an influx of economic, commercial, residential and institutional development. The downtown area has seen a resurgence of new stores and restaurants. The surrounding area has become an educational center with a branch of the College of Southern Maryland, Leonardtown High, Middle and Elementary Schools, St. Mary's Ryken High School, Leonardtown Junior Naval Academy, and the St. Mary's Technical Center. In 2004, St. Mary's Hospital transformed itself with a major expansion and renovation. The 216,859 sq. foot complex employs a staff of over 1000 individuals. Leonardtown also serves as the county seat housing the courthouse as well as municipal, county, state and federal agencies. From 1996 through 2001, St. Mary's County saw a 9.2 percent increase in population, well over the statewide average of 4.8 percent. The County estimates its population will increase from 90,044 (per the 2000 census) to 100,800 by 2010.

The entire project area falls within the town limits of Leonardtown and maintains mixed land use. The St. Mary's County branch of the College of Southern Maryland community college is located in the northeastern quadrant of the MD 5/MD 245

intersection. The Father Andrew White School is located in the southeastern quadrant of the MD 5/MD 245 intersection. Commercial properties, a hospital, church, graveyard and a few residential properties exist adjacent to the north side of MD 5, from MD 245 to Moakley Street. A residential community consisting of 163 single family homes parallels Moakley Street north of MD 5. The primary access to and from the community is via Moakley Street to MD 5. The area south of MD 5, from MD 245 to Abell Street, is primarily residential with a few commercial properties located in the southwestern quadrant of the MD 5/MD 245 intersection. There is a short strip of commercial properties on the south side of MD 5 and an electrical power transformer unit on the north side of MD 5, both located mid-way between Abell Street and MD 243. The remaining properties on both the north and south sides of MD5 from Abell Street to MD 243 are undeveloped.

There are proposed developments along both sides of MD 5 between Abell/Moakley Streets and MD 243. Land use at the MD 5/MD 243 intersection is all commercial, supporting several fast food restaurants, a strip shopping center and gas station. Several residential communities and the Breton Bay Country Club are located south of Leonardtown. The only access to and from this area is via MD 243. The land use along MD 5 Bus. south of MD 5 is commercial. Over half of the land within Leonardtown is currently zoned as agricultural, consisting of farmland or woodland. (Refer to Appendix C – Existing Land Use) A major goal of the Town's proposed land use plan of the 2004 Comprehensive Land Use Plan is to promote the expansion of the Commercial Business District. As part of this plan, the 968 acres of vacant land within the Town is envisioned to be zoned as Planned Unit Development-Mixed Use, which would provide flexibility for future developments. (Refer to Appendix D – Proposed Land Use)

The following is a list of proposed developments along MD 5 from MD 245 to MD 243.

- McIntosh Run Shopping Center – This is a six acre mixed use project with a 47,000 sq. foot complex consisting of a small hotel, restaurant, office suites and retail shops. It is a redevelopment of the Pennies Bar and ball field site. The site is located on the western limits of the existing commercial strip which is midway between Abell Street and MD 243.
- Clark's Rest (Clark Farm) – This is a 178 acre mixed use project with concept approval for 212 single family homes, 112 townhouses and 73,000 sq. feet of limited commercial/office space. Twenty-six acres of the site have been dedicated to public use and a new elementary school. The town has requested the developer located the proposed entrance opposite the Tudor Hall Village entrance. A signal is anticipated. The town has also required the project to provide a connection to Leonard's Grant development. Part of the development will include a new elementary school. The site is located on the north side of MD 5 and extends from just west of Moakley Street to a point midway between Moakley Street and MD 243.
- Elementary School – This complex consists of a two story elementary school and athletic fields and is proposed as part of the Clark Farm site improvements. The town has requested a separate entrance (possibly a right in and right out) from

Clark's Rest. The site is located on the north side of MD 5 approximately midway between Moakley Street and MD 243.

- Tudor Hall – This is a 390 acre mixed use project approved for 593 homes (single family, condo and townhouses), commercial and hotel/conference center. A main spine road would be provided from MD 5 to the downtown. The town has required the spine road to be located opposite the entrance to Clark's Rest. A signal is anticipated. The site is located on the south side of MD 5 midway between Abell Street and MD 243.
- Joe Stone Office Building – This is a proposed 8,000 sq. foot two story office building that would replace the existing structure. The proposed concept shows only a 36 foot setback versus the 50 foot setback required by the town. Consequently any proposed widening (for the roadway and sidewalk) for the project would impact the proposed site. The site is located on the south side of MD 5 on the eastern edge of the existing commercial strip which is located midway between Abell Street and MD 243.
- Community Bank of Leonardtown – A proposed new bank would replace the existing bank and convenience store currently located on the south side of MD 5 at the intersection of Lawrence Avenue, approximately 500 feet from the MD 5/MD 245 intersection.
- Breton Market Place – This project consists of a restaurant, office buildings, and improvements to existing retail center. The site is located on the north side of MD 5, midway between MD 245 and Moakley Street (between the St. Mary's County Government Center and the St. Mary's Hospital).
- Leonard's Grant – This 263 acre project consists of 325 single family residential units. The primary access is off of MD 245 with a connecting road to MD 5 through the proposed Clark's Rest development.
- Port of Leonardtown – This is a three acre site, owned by the town of Leonardtown, located near the MD 5/MD 243 intersection, immediately adjacent to the Taco Bell Property. The proposed project will include a winery and vineyard demonstration area, picnic area and kayak launch into McIntosh Run. One of the existing buildings on the site will be renovated to house a winery and tour headquarters. Another building will provide concessions, restrooms and storage.

#### **IV – INTERMODAL CONNECTIVITY**

##### **Bus Service**

There is currently no MTA commuter bus service along MD 5 in the Leonardtown area. St. Mary's County provides rural transit service that makes stops on demand. Remote areas are served once a week in order to transport elderly persons and persons with disabilities.

#### Park and Ride Lots

A 17 space park and ride lot is located 4 miles west of the Leonardtown at the MD 234/MD 242 intersection. Another lot, with 24 spaces, is located 9 miles north of the town at the MD 5/MD 235 intersection. A third lot is proposed to be open in the Fall of 2007 and is located at the current SHA's salt dome site, approximately 0.5 miles north of MD 5/MD 234 intersection.

#### Bicyclists and Pedestrians

SHA designated MD 5 from Point Lookout to MD 231 as a bicycle route for long distance touring cyclists. The Southern Maryland Travel and Tourism Committee identified MD 243 as a good road for recreational cycling. The St. Mary's County Transportation Plan (2006) identifies both bicycling and walking as important modes of transportation and recreation. The plan notes the MD 5/245 and MD 5/243 intersections as areas that need to be improved to accommodate bicyclists and pedestrians. It is SHA's policy to address the needs of pedestrians and bicyclists on all roadway improvement projects where it is appropriate and feasible to do so.

### **V - LOCAL COORDINATION**

#### Right-of-Way

In 2004 the SHA worked with the Town of Leonardtown to discuss short and long term needs along the MD 5 corridor between MD 245 and MD 243. As a result, the SHA developed a future right-of-way needs assessment plan based on an ultimate widening scenario for MD 5 through Leonardtown. For the assessment plan, the existing right-of-way was assumed to be 80 feet based on the center of the roadway. The study assumed improving the existing roadway from a 4-lane roadway to a 5-lane urban roadway section that would provide a center turn lane, right turn auxiliary lanes (where needed) and sidewalks. Outside lanes, throughout the limits of the project, would be 16 feet wide for bicycle compatibility. For the proposed 5 lane section including auxiliary lanes, bicycle lanes, sidewalks and planting areas would result in a 116 foot wide right-of-way need. The overall footprints would be reduced where environmental or cultural impacts were identified.

The resulting information was provided to the town for their use in establishing setback requirements, obtaining right-of-way dedications and negotiating roadway improvements from developers consistent with the ultimate proposed improvement.

#### Regional Consistency

The MD 5 project is consistent with the goals and objectives of the State, regional and local planning document. Improvements for MD 5 within the study area are included in SHA's long range plan, the Highway Need's Inventory (HNI) as well as the St. Mary's County 2006 Transportation Plan. Support for the project is also noted in Leonardtown's 2004 Comprehensive Land Use Plan. Additional support for this project is included in St. Mary's County's May 22, 2007 priority letter to MDOT.

An associated project includes the Leonardtown Streetscape. This would improve

MD 5 Bus. from the MD 5/MD 245 intersection to where the roadway intersects MD 5 again near the St. Mary's Ryken High School. This project is scheduled for construction to begin in the Spring of 2008. Once construction is completed, jurisdiction of MD 5 Bus. will be transferred from the State to the town.

## **VI – ENVIRONMENTAL SUMMARY**

### Community Resources

The Town of Leonardtown is the oldest incorporated town in the state and is the historic and governmental center of St. Mary's County. While the county court facilities still reside in the historic town center, many of the governmental facilities have been moved to the new Governmental Center Complex along Hollywood Drive (MD 245), just northeast of the project area. In recent years efforts have been underway to revitalize the town, including efforts to make it the health center and educational center of the county. The MD 5 project corridor includes both the St. Mary's Hospital (and peripheral facilities such as the St. Mary's Nursing Center) and the St. Mary's County campus for the College of Southern Maryland. Multiple other public and private educational facilities are also located within the town limits.

After a long period of stagnation, commercial and residential development appears to be occurring in and adjacent to the town. Of particular importance to this project, are two large planned residential subdivisions, Clarks Rest and Leonard's Grant developments, both with direct access to MD 5 within the limits of the project corridor. These developments will replace historic structures and farmlands. In addition, there is a large proposed residential/commercial/recreational project just south of the MD 5 project area – the Tudor Village/Leonardtown Waterfront Redevelopment Project. This coordinated private and public development initiative includes the Leonardtown Wharf project, a designated state "Priority Place" project. Also of interest is the proposed "Port of Leonardtown", just east of the MD 5/MD 243 intersection in the vicinity of McIntosh Run. The Port of Leonardtown is a planned winery that will be located at the former State Roads Commission Garage complex. It is a cooperative effort between the town and the Southern Maryland Wine Growers Cooperative. The facility will include a winery and vineyard demonstration area, a picnic area and a kayak launch into McIntosh Run. One existing building on the site will be renovated to house the winery and tour headquarters. A second existing building will be renovated to house concessions, restrooms and storage.

The municipality of Leonardtown is a state pre-defined Priority Funding Area that includes a Designated Neighborhood Revitalization Area in the older portion of the town (includes the Leonardtown Wharf "Priority Place" project). The Leonardtown Development District extends along the eastern boundary of the Leonardtown municipal limits and includes parts of a County Certified Priority Funding Compliance Area. The incorporated town limits encompass the Municipal Priority Funding Area (St. Mary's Comprehensive Plan, 2003). The town has also been identified as a Target Investment Zone (TIZ), a specific priority area intended to attract private investment using incentives available through the Maryland Heritage Preservation and Tourism Areas Program.

Based on an initial review of census data, Environmental Justice (EJ) population were identified within the project area. Further research of the socioeconomic resources and characteristics will be conducted to ensure that the State Highway Administration is not disproportionately or adversely affecting any EJ communities.

Amish and Old Order Mennonite communities have been identified in the surrounding rural farming communities. There are at least five separate Amish church districts in St. Mary's County and three small private Mennonite schools near the project area (indicating the potential for Old Order Mennonites communities). While not located within the MD 5 corridor project area, these communities are a project concern because of their use of non-motorized transportation (i.e. horse-and-buggies and bicycles) through the corridor and associated special needs that should be considered in the development of alternatives for the proposed improvements.

Potential hazardous waste areas have preliminarily been identified as the four service stations and the former State Roads Commission Garage complex – all of which are adjacent to MD 5, along the southern side of the road. In addition, there is a municipal sewage pump station (the McIntosh Lift Station) just east of the bridge over McIntosh Run and located in the 100-year floodplain. This is a relatively new pump station with a capacity of 500 gpm (designed and constructed to allow for future expansion to 1,200 gpm). It is currently operating at 150,000 gpd (~104 gpm). Both air and noise studies will be conducted once detailed alternatives become available.

#### Cultural Resources

SHA has determined that an archaeological survey will be required. Previous surveys indicate that there are two sites (18ST672 and 18ST641) located along the MD 5 corridor that may require re-location and evaluation (SHA Cultural Resources Initiation Form, 3/14/07). In addition, the St. Paul's Cemetery of the historic Methodist Meeting House Site is adjacent to MD 5 and includes two clusters of gravesites within 12 feet of the edge of road, whereas the newer and larger section of the cemetery is approximately 40 feet from the edge of road. The readable grave stones in these clusters indicate dates as early as 1918. However unreadable grave stones in these clusters are most likely older and there is a potential for older, unmarked graves closer to the roadway.

There are two historic properties listed on the National Register of Historic Places within the project's APE - Buena Vista (SM-52) and St. Mary's Academy (SM-422). There are also five previously identified historic structures that have not yet been evaluated for eligibility on the NRHP. Of these only the Grough Farm (SM-247) is likely to be eligible (SHA Cultural Resources Initiation Form, 4/18/07). In addition, there are five other properties that are potentially significant but were not previously identified – these include a late 19<sup>th</sup>-century house, an early 20<sup>th</sup>-century house, two late 19<sup>th</sup>-century farms, and the former State Roads Commission Garage complex. These properties will also need to be evaluated.

### Natural Resources

The primary natural resource in the project area is McIntosh Run that flows across the project area just east of the MD 243 intersection. The McIntosh Run watershed is considered one of the most ecologically intact watersheds remaining in Maryland, containing large blocks of contiguous forests and unimpaired water quality conditions. McIntosh Run is the largest tributary to Breton Bay within the Lower Potomac River Subbasin. FEMA indicates the presence of a wide 100-year floodplain associated with the Run that encompasses about a quarter of the project area.

The large contiguous tract of sensitive area in the McIntosh Run has been excluded from the Leonardtown Development District. The St. Mary's County Comprehensive Plan (amended March 24, 2003, pages 4 and 32) refers to this tract as being part of a Natural Heritage Area. However, the Maryland Department of Natural Resources (DNR), the agency responsible for designating *State Designated Natural Heritage Areas* promulgated and protected by the state under COMAR 08.03.08.10, has stated that McIntosh Run is not one of the 32 *State Natural Heritage Areas*. The DNR does consider McIntosh Run as a "Listed Species Site" based upon the presence of the state threatened plant, Red turtlehead (*Chelone oblique*). The upstream edge of the listed species site corresponds with the Chesapeake Bay Critical Area boundary (1000 feet from tidal water). DNR also indicated that upstream, outside of the Chesapeake Bay Critical Area, in the vicinity of MD 5, there is potential for the species in McIntosh Run and the adjacent wetlands.

SHA initiated preliminary agency coordination (letters dated March 1, 2007) with the US FWS and to the MDNR. The US FWS noted that the dwarf wedge mussel (*Alasmidonta heterodon*), a state and federally listed endangered species, is present upstream from the MD 5 crossing of the stream. The MDNR Environmental Review Unit stated that McIntosh Run is classified as a Use I stream (Water Contact Recreation and Protection of Nontidal Warmwater Aquatic Life) and generally no in-stream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year. The MDNR Wildlife and Heritage Division noted the watershed also harbors an area designated a Habitat Protection Area because it supports a population of state-listed Threatened Red Turtlehead (*Chelone oblique*) and state Rare Deciduous Holly (*Ilex decidua*). It has been noted that the population of Red Turtlehead is in close proximity to the project site.

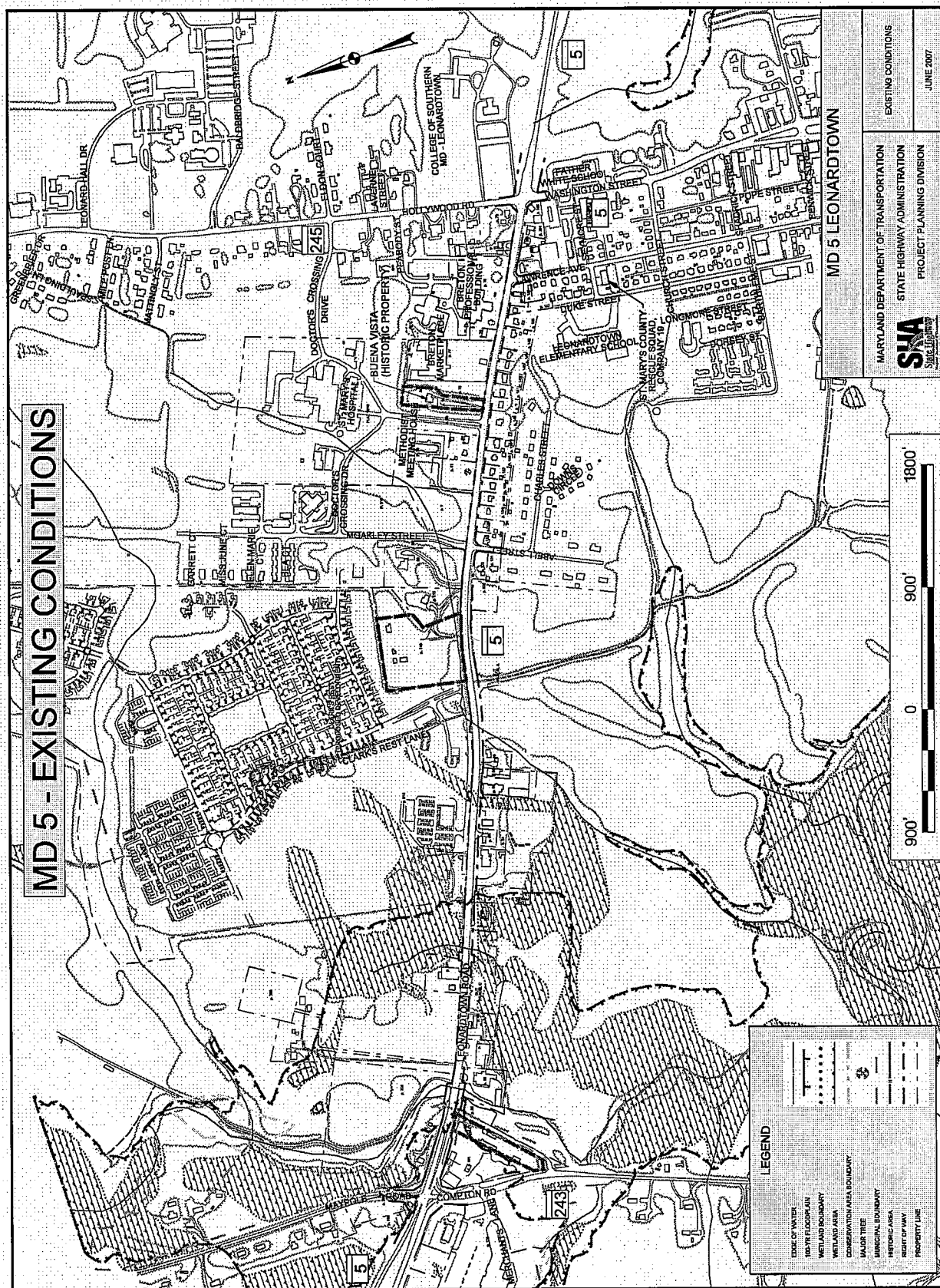
Information from the U.S. FWS NWI Inventory and MDNR and limited field investigations have indicated the presence of tidal and non-tidal wetlands, primarily in the vicinity of the main stem of McIntosh Run and its tributaries in the western portion of the project area. In addition, these sources have identified various other natural resource classifications in the area surrounding the Run and approaching the Bay, including the following:

- Nontidal Wetlands of Special State Concern (MDE & MDNR, Wildlife and Heritage Division);



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- Presence of the red turtlehead (*Chelone oblique*), a state threatened plant, in wetlands to the west of Leonardtown (Leonardtown Comprehensive Land Use Plan, 2004);
  - Chesapeake Bay Critical Area, extending just south of the MD 5 stream crossing to the bay and east towards the developed portions of Leonardtown (MDNR); and
  - Potential habitat for Forest Interior Dwelling Species (FIDS) in the forested areas adjacent to the stream (MDNR).

During the preliminary field inspection, a potential “Big Tree Champions of Maryland” was identified. This tree is located adjacent to MD 5 in the cemetery. It has been identified as a Southern Red Oak (*Quercus falcata*).



### **Figure 2 - Environmental Features Map**

## **VII – CONCLUSIONS**

There is a variety of transportation and growth related issues present along MD 5 in Leonardtown. Increasing traffic volumes and congestion along MD 5, combined with poor safety statistics for several crash categories, are threatening to prevent this highway from effectively fulfilling the multiple functions it must perform in serving local and through traffic. Investment in a cost-effective transportation improvement option for MD 5 will assist in allowing this growth to occur within planned locations by providing the necessary transportation infrastructure to maintain it while enhancing the area's living environment.